

Liverpool John Lennon Airport Consultative Committee

Date : Friday, 16 October 2015
Venue : Cavern Suite*, Liverpool John Lennon Airport, L24 1YD
Time : 10.30 am

Agenda

1 Apologies

2 Changes in membership

3 Minutes of last meeting

To approve the Minutes of the Sub-Committee held on 17 July 2015.

(Pages 3 - 10)

4 Noise complaints log

To consider the noise complaints log for the period July to September 2015.

(Pages 11 - 20)

5 Interim feedback from GNSS Consultation

Verbal update by Andrew Dutton, Head of Environment.

6 Any other business

7 Date of next meeting

The next meeting of the Noise Monitoring Sub-Committee is scheduled for 15 January 2016 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

For further information, please contact:

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Date of Publication: 9 October 2015

** The Cavern Suite is on the first floor of the terminal building, beyond the statue of John Lennon. Please park in the Multi-storey Short Stay Car Park opposite to the Terminal Building.*

NOISE MONITORING SUB-COMMITTEE

**17 JULY 2015
(10.30 am - 11.30 am)**

PRESENT: Marshall Morris, Chairman
Alan Ascott, ARCH under the Bridge
Councillor Mary Aspinall, Liverpool City Council Cressington Ward
Larry Dack, Speke Estate
Ian Gaskell, Knowsley Metropolitan Borough Council
Councillor Evelyn Hudson, Hale Parish Council
Ian Rushforth, Environmental Health, Liverpool City Council
Bob Swann, Chairman of Consultative Committee
Angus Tilston MBE, Wirral Transport Users Association
Toby Zorn, Environmental Health, Wirral Borough Council
Liverpool John Lennon Airport
Andrew Dutton, Head of Environment
Colin Barnes, Environmental Advisor
Secretariat
Mike A Jones, Assistant Secretary

9 APOLOGIES

Apologies had been received from:
Norman Elias, Passenger Representative
Peter Hargreaves, Environmental Protection, Cheshire West and Chester Council

10 CHANGES IN MEMBERSHIP

There had been no changes in membership since the last meeting.

The Chairman welcomed Ian Gaskell of Knowsley Metropolitan Borough Council who was attending his first meeting as reserve for Sean Jackson.

11 MINUTES OF LAST MEETING

DECIDED: That

the minutes of the meeting of the Noise Monitoring Sub-Committee held on 24 April 2015 be agreed as a correct record.

12 NOISE COMPLAINTS LOG

The Sub-Committee considered the Noise Complaints Log, which detailed every complaint received and the response to it, for the period April to June 2015. Colin Barnes gave a presentation to members on the Noise Log which included analysis of the number of noise complaints received by date, number of complainants, administrative area and the total number of complaints compared to the previous year. He also detailed the number of test runs. The presentation is attached to these minutes.

During the period a total of 12 complaints had been received, with the highest proportion (6, or 50%) from the Cheshire West and Chester Borough with half those attributed to one complainant who felt that aircraft were flying low and cutting a corner of their approach, though there were no unusual occurrences recorded.

Members discussed the contents of the Noise Log and especially the detail of test runs as they appeared not to generate complaints. Members were informed that they did at other airports, especially where the airport was a maintenance hub, and on larger aircraft they can only be carried out if pre-booked with the Air Traffic Control.

DECIDED: That

the Noise Complaints Log for April to June 2015 be noted.

13 NEW GNSS APPROACH (CENTRE LINE) PROCEDURE

Members were informed about a proposed introduction of Global Navigation satellite System (GNSS) procedures at Liverpool John Lennon Airport. The aim was to replicate the existing Instrument Landing System (ILS) centre line and glide path as closely as practical.

The intention was for the GNSS procedures to be used as a contingency if the ILS was not available. Therefore it was likely to be used for less than 1% of aircraft movements.

The GNSS procedures mean the aircraft use satellite information rather than being dependent upon ground based navigation systems and aids. It was like the satnav in a car.

The flight patterns were unlikely to alter as Air Traffic Control will still vector aircraft (issuing headings) in the same way they did before.

Liverpool Airport was undertaking a consultation exercise beginning on 22 July to conclude 14 October 2015, and all constituent bodies of the Noise Monitoring Sub-Committee would be contacted during the consultation. Members were asked to go back to their respective organisation to confirm that they were the right person to express their opinion or identify the right contact. The additional environmental impact was considered to be negligible for noise, CO2 and local air quality as the GNSS procedure was to replicate the existing ILS.

14 ANY OTHER BUSINESS

There was no business under this item.

15 DATE OF NEXT MEETING

The next meeting of the Noise Monitoring Sub-Committee is scheduled for 16 October 2015 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

Chairman

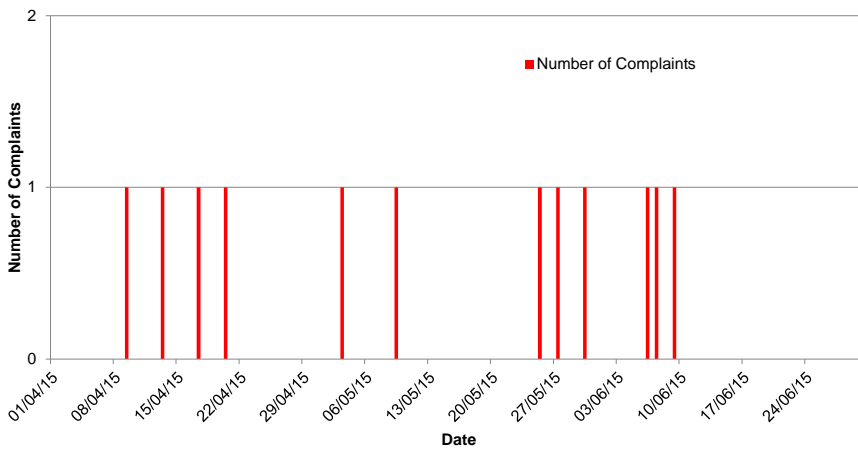
Date

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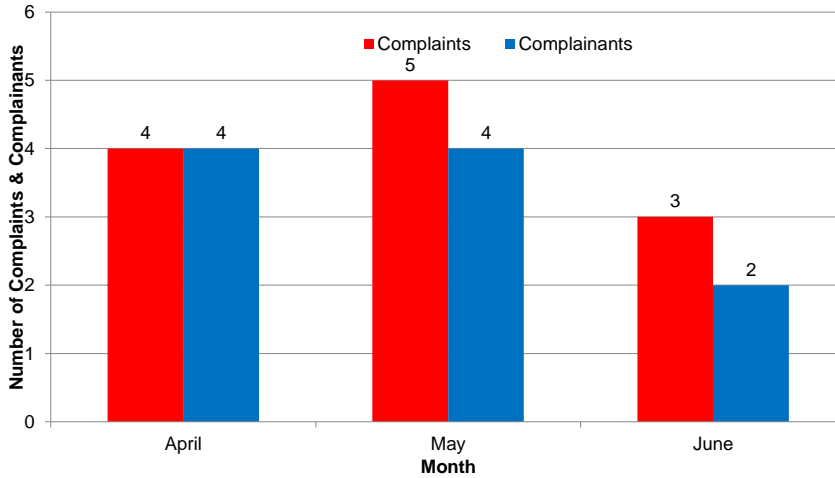


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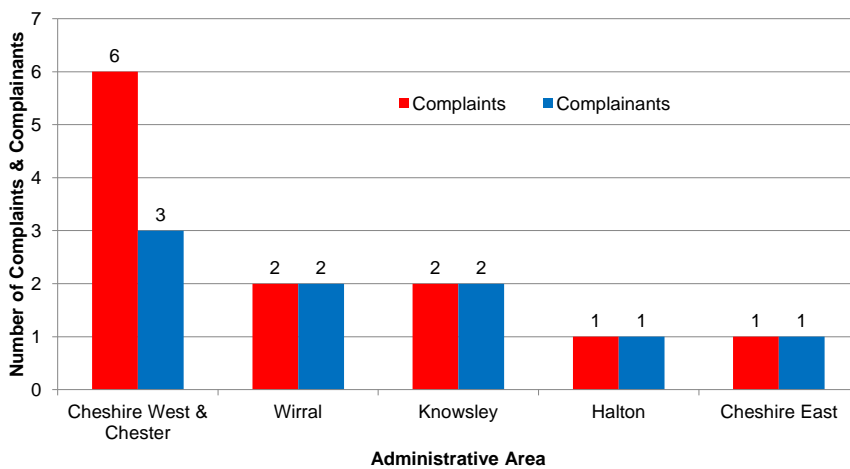
Liverpool John Lennon Airport Noise
Complaints By Day 1st April to 30th June 2015



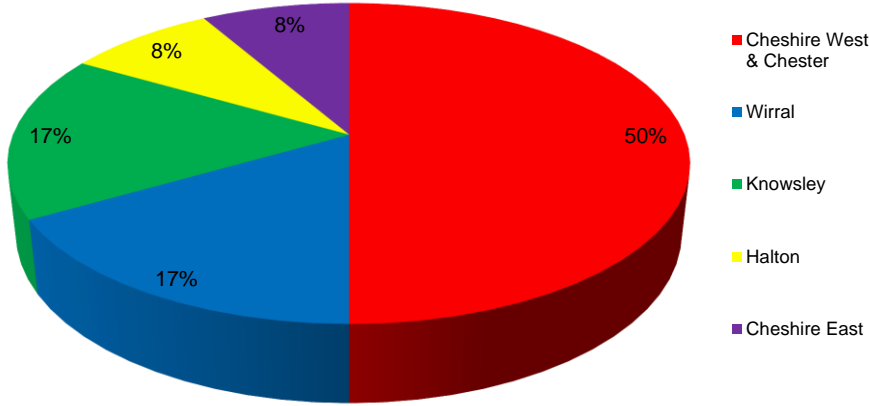
Liverpool John Lennon Airport Complaints and Complainants
for 1st April to 30th June 2015



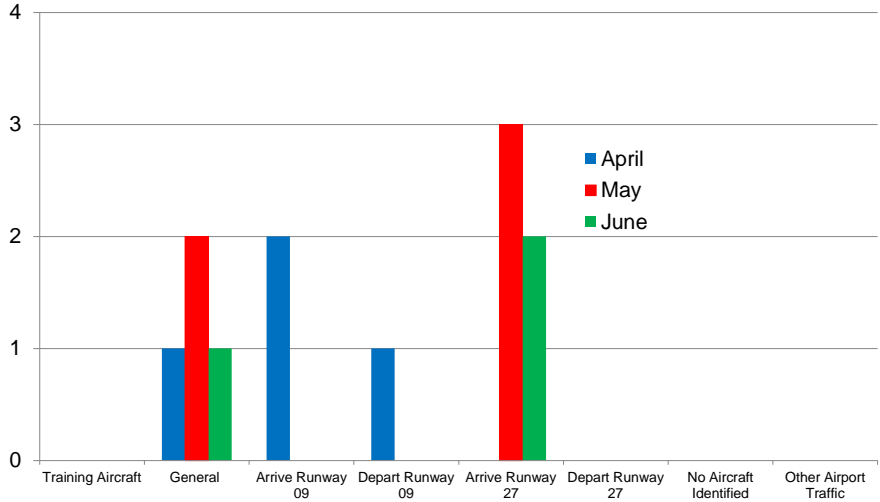
Liverpool John Lennon Airport Complaints and Complainants with
Administrative Area for 1st April to 30th June 2015



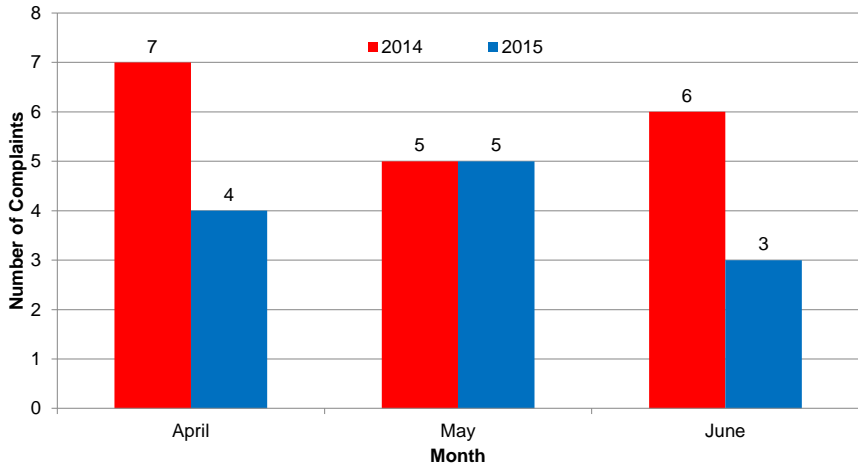
Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1st April to 30th June 2015



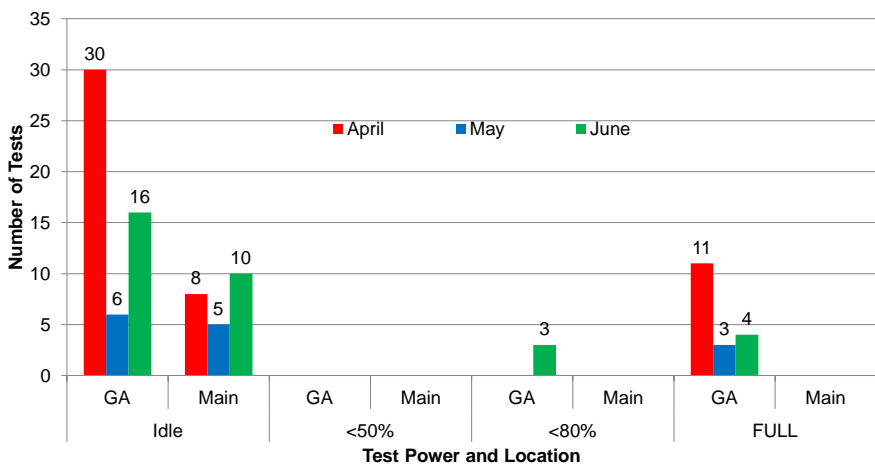
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st April to 30th June 2015



Liverpool John Lennon Airport Complaints Comparison for 1st April to 30th June 2014 & 2015



Liverpool John Lennon Airport Engine Test Runs 1st January to 31st March 2015



NOISE COMPLAINTS LOG
LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:
Noise Complaint Log July to September 2015

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Little Neston, Cheshire West & Chester	2 July	07:45	<p>Our home is in Little Neston and for most of the year we have no early morning flights coming over the house on their approach run to Liverpool Airport, but for the past month or two flights have again started to pass over our home on a low trajectory, for what I presume is to land at Liverpool Airport.</p> <p>Can you please explain to me why this is, as surely any flight landing at John Lennon airport has to bank and manoeuvre before it can land as the runway runs at almost a right angle to the flight path of any plane that passes above Little Neston?</p> <p>I find it curious that your flight controllers bring planes in over populated areas instead of say along a major road like the M56 corridor and would appreciate an explanation as to why it is necessary to do this?</p>		Arrivals on Runway 09	<p>Email sent which explained that there has been no change in procedures or processes in the airports operations that would result in more aircraft or louder aircraft in the vicinity of Little Neston. However, there are day to day variations in the orientation of the runway which explain why on some days your community will see more aircraft movement overhead at a lower altitude than on other days.</p> <p>The email also described how the orientation of the runway is selected by Air Traffic Control (ATC) and is decided predominantly but not exclusively based on the direction and strength of the wind at that time.</p>
Runcorn, Halton	8 July		<p>I have noted that Ryanair aircraft landing on Liverpool RWY 27 generally fly a straight approach from Daresbury/Moore over the industrial /commercial areas of Runcorn adjacent to the Mersey, largely avoiding the main residential areas of Runcorn.</p> <p>Easyjet aircraft seem to more frequently fly a curved approach from</p>		Arrivals on Runway 27	Telephone call made to explain that the aircraft passing over Runcorn were arrivals that were making visual approaches.

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			the Frodsham area, over high-density residential areas before joining the straight approach slightly to the West of Runcorn Railway Station. Easyjet's approach results in their aircraft using spoilers, gear and flaps to increase their drag and subsequently their rate of descent to remain on the approach profile due to the shorter air distance they are flying. This results in substantially more noise over the most densely populated areas of Runcorn.			
Bromborough, Wirral	1 July		Every single aircraft is landing over my home. It started at 06:00. Unacceptable.		Arrivals on runway 09	Letter sent which explained that during the period from 30th June to 1st July the region experienced a period of mild weather which was accompanied by easterly winds for that period of time. Over the period of a year, there is usually a 70/30 split between the 27/09 runway usage including periods when the wind is from the east.
Seacombe, Wirral	16 July	16:30	Helicopter flying really low over my home.	North West Air Ambulance		Telephone call in which it was explained that the helicopter was operating out of the Emergency Services Training Centre next to Seacombe Ferry Terminal.
Parkgate, Cheshire West & Chester	30 July	22:30	Jet flew over and was very loud.	RAF	2 x Chinook, 1 x Puma	Telephone call made which stated the aircraft were 3 enroute RAF helicopters.
Overton, Cheshire West & Chester	8 August	16:56	Low flying aircraft taking a route over the village causing a lot of noise.	easyJet	Arrival on runway 27	Letter sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 27 from Nice. As the aircraft passed over Overton it was at a height of 1700 feet and traveling at 209 knots. The Aircraft was operated within normal parameters.
Prescot, Knowsley	9 August		We have noticed that planes are flying low over my address. This seems to			Letter sent which confirmed that there have been no significant changes to the Standard Instrument

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			have only started this summer; they are disturbing me and my wife with the noise. I am deeply unimpressed and would very much like this to stop! If there is a genuine temporary need for this then so be it otherwise I will be contacting my MP. I look forward to your reply.			Departures (SIDS) or Standard Arrival Routes (STARS) for aircraft using LJA over the past year. There are day to day variations in the orientation of the runway, weather patterns and interactions with other airports which may explain that on some days Prescot residents will see more aircraft movements than on others.
Overpool, Cheshire West & Chester	9 August	20:04	EasyJet went over our house at this time of 20.04 and from flight radar it showed it was at between 2400 and 2700 feet. I was told last year that the planes had to be 3.000ft Getting real fed up now.	easyJet	Departure from Runway 27	Email sent which explained the aircraft was an easyJet Airbus A319 which departed from runway 27 to Alicante. As the aircraft passed over Overpool it was at a height of 2800 feet and traveling at 267 knots. The Aircraft was operated within normal parameters.
Hunts Cross, Liverpool	10 August	10:00	Very loud aircraft taking off.	RAF	Departure from runway 27	Email sent which explained the aircrafts were two RAF Typhoons which departed from runway 27 to RAF Coningsby.
Speke, Liverpool	10 August	10:00	Noise was so loud it hurt my ears.	RAF	Departure from runway 27	Email sent which explained the aircrafts were two RAF Typhoons which departed from runway 27 to RAF Coningsby.
Overpool, Cheshire West & Chester	12 August	19:37	Noise of the Easyjet plane EZY51JC at 19.37pm, whose height over the property I live in was 2050 feet. I will be contacting DEFRA as this is getting ridiculous now! I'm also keeping a record of the companies who fly their planes lower than 3000 ft. over my property.	easyJet	Departure from Runway 27	Email sent which explained the aircraft was an easyJet Airbus A319 which departed from runway 27 to Nice. As the aircraft passed over Overpool it was at a height of 2200 feet and traveling at 247 knots. The Aircraft was operated within normal parameters.
Wallasey, Wirral	12 August	21:37	Low flying aircraft over the area with a very loud noise.	RAF	Departure from Runway 27	Email sent which explained the aircraft was an RAF Tornado which departed from runway 27 to RAF Marham.
Bromborough, Wirral	13 August	22:35	Aircraft low over homes	Ryanair	Arrivals on Runway 09	Email sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 27 from Malaga. As the aircraft passed over Bromborough it was at a height of 1400 feet and

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						traveling at 154 knots. The Aircraft was operated within normal parameters.
Alvanley, Cheshire West & Chester	13 August		Aircraft are suddenly; we have lived here for 40 years and never seen so many aircraft so low.		Arrivals on Runway 27	Letter sent which confirmed that there have been no significant changes to the Standard Instrument Departures (SIDS) or Standard Arrival Routes (STARS) for aircraft using LJA recently. There are day to day variations in the orientation of the runway, weather patterns and interactions with other airports which may explain that on some days Alvanley residents will see more aircraft movements than on others.
Speke, Liverpool	24 August		There is a low pitched droning noise in the local area.			Email sent which asked for more information.
Mossley Hill, Liverpool	26 August		Low, loud, disturbing large aircraft regularly at unsociable hours of the day and night. They seem to be increasing in volume and frequency. I do not understand why you allow Aircraft either taking off or landing to fly low over densely populated suburban areas when you have the River Mersey directly behind the airport. To my knowledge no one lives on the river. I look forward to hearing from you soon.			Email sent which explained that there has been an increase in the number of passengers at Liverpool John Lennon Airport over the last few months by approximately 6%, as the percentage load factors on each aircraft has increased and there has been a small increase in the number of aircraft movements. There are day to day variations in the orientation of the runway, weather patterns and interactions with other airports which may explain that on some days Mossley Hill residents will see more aircraft movements than on others.
Elton, Cheshire West & Chester	27 August		EZY47GK Madrid to Liverpool Flew over my house at 21:53 whilst I was asleep I was awoken by the aircraft as it was flying low I looked at flightradar24 as it's a useful tool to have. The altitude of the aircraft was 2400ft which is well too low for night time as they come over 1500ft higher in the daytime. I would like to be			Email in which it was confirmed that easyJet EZY47GK did fly over Elton at approximately 2,400 to 2,600 ft. This aircraft appears to have been flown within recognised published procedures approved by the aviation regulator the Civil Aviation Authority. Aircraft will fly in the vicinity of Elton at different altitudes and directions depending on the runway in operation and whether the aircraft are

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			compensated for being woken up. I'm very ill I have various conditions so I need my sleep. I can't sleep when aircraft fly low if I don't get an adequate response from you I am sure my local MP would be more than happy to help stop aircraft flying over where I live all because of easyjet and your control tower.			departing or arriving.
Hawarden, Flintshire	28 August	12:01	We have no problems with any of the flights going over head except the ones from I think blue air? We live near Hawarden airport and we are quite use to planes going over head, helicopters etc. all the planes except blue air travel over at a high altitude so we hear them but it is of no concern. Lately this company has been flying very low overhead. And the noise is becoming excessive.	easyJet	Arrivals on Runway 27	Email sent which explained that on the time stated there were no Blue Air aircraft operating. The only two arrivals at the time were those of easyJet at 4500 feet.
Mossley Hill, Liverpool	2 September	22:33	My home has never been on or near a flight path and your office told me so not so very long ago. Please consider the impact your routes have on the residents of Mossley Hill.			Email sent with a day of aircraft movements from a similar time last year (2014) and the year before that (2013). The SIDS has been the same for over 14 years. If the Airport were to amend any of the SIDS a full consultation would be required. Any airspace change would influence routes from Manchester, Hawarden, Blackpool as well as Liverpool Airport. The Northern Airspace as it stands at present has not been looked at for a number of decades. This has now changed and a process has started were the whole of the Northern Airspace (NTCA) will be reviewed to explore efficiency and environmental benefits of Area Navigation (RNAV). This will potentially reduce the number of people exposed to aircraft

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						noise. The Airport has a positive influence on the residents of South Liverpool and very little influence on property prices since the 2008 financial crash. The Airport is always trying to balance any negative impacts it has on local residents with the positive £195 million benefit the Airport adds to the City Region.
Overpool, Cheshire West & Chester	2 September		Aircraft over my home are lower than over Ellesmere Port.		Departures from Runway 27	Letter sent which had a table to compare a day's NANTI departures over Overpool and Ellesmere Port for a comparison.
Prescot, Knowsley	9 September		Aircraft are still flying low over Prescot, I will contact my MP.			Email sent with two maps to show operations in January 2015 and September 2015. The maps showed there are more aircraft in the summer but the routes are the same.
Hale Village, Halton	8 September	21:12	Very low and loud.	RAF	Departure from Runway 09	Telephone call which explained the aircraft was an RAF Tornado which departed from runway 09 to RAF Marham.
Bomborough, Wirral	8 September	21:00	Extremely loud and low.	RAF	Departure from Runway 09	Email sent which explained the aircraft was an RAF Tornado which arrived on runway 09 from RAF Marham.
Halewood, Knowsley	8 September		In the past few weeks it seems all aircraft have been rerouted directly over my house. No sooner has one sound gone into the distance, another is following behind. The noise at 7am genuinely sounds like they are about to crash on top of us and has caused to me leave the house to check the sky on several occasions.		Departures from Runway 09	Email sent which explained that departing aircraft that pass over Halewood will mainly be departing from runway 09 using the WALL 2T, BARTN 1T or POL 4T Standard Departure Routes (SIDS). There are three main distinct busy periods at the airport for arrivals and departures. This is because a high proportion of the commercial aircraft movements are by aircraft based at Liverpool. The based aircraft tend to depart between 06:00 and 07:30 in the morning and fly similar length sectors and then return at approximately the same time, this results in three main waves of activity. There are day to day variations in the orientation of the runway which explain why on some days your community will see more aircraft movement

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						overhead at a lower altitude than on other days.
Runcorn, Halton	11 September	20:00	Aircraft noise makes it hard to sleep.			Email sent which contained details of runway orientation and factors in determining the choice of runway. Runway direction is determined primarily by the wind direction and strength at the time. The letter also gave details of the ILS and STARS into LJLA. The Aircraft was operated within normal parameters.
Aigburth, Liverpool	15 September		Significant Increase of Noise of aircrafts flying very low (landing maybe?) in the evenings and early morning.			Email sent which explained that departing aircraft that pass over Aigburth will be departing from runway 09 using the WALL 2V and from runway 27 using the BARTN 1T or POL 4T Standard Departure Routes (SIDS). There are three main distinct busy periods at the airport for arrivals and departures; this is because a high proportion of the commercial aircraft movements are by aircraft based at Liverpool. The based aircraft tend to depart between 06:00 and 07:30 in the morning and fly similar length sectors and then return at approximately the same time, this results in three main waves of activity. There are day to day variations in the orientation of the runway which explain why on some days your community will see more aircraft movement overhead at a lower altitude than on other days.
Acton Bridge, Cheshire West & Chester	17 September	16:00	Helicopter flew over very low and disturbed the falcons.	NPAS		Telephone call which explained the helicopter was the NPAS which is based at Hawarden Airport.
Aigburth, Liverpool	21 September	21:20	Low and loud aircraft.	RAF	Departure from Runway 27	Email sent which explained the aircraft was an RAF Tornado which departed from runway 27 to RAF Marham.
Aigburth, Liverpool	22 September	21:30	Low and loud aircraft.	Wizz Air	Departure from Runway 27	Email sent which explained the aircraft was a Wizz Air Airbus A320 which departed from runway 27 to Wroclaw. As the aircraft passed over Aigburth it

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						was at a height of 3500 feet and traveling at 243 knots. The Aircraft was operated within normal parameters.
Little Neston, Cheshire West & Chester	22 September	06:08	I am again disturbed by your aircraft. It is so unnecessary and seems so selfish on the behalf of whoever is making the decision to fly at a low altitude over Little Neston, or any built-up area for no other reason than a "commercial" one when suitable alternatives exist. I look forward to your reply and offer my assistance with regards to helping the persons making the decisions to find suitable alternative flight paths. I also encourage you to give this matter your serious consideration and not to just write me another response, with a plausible explanation. Unfortunately unless the problem is resolved to my satisfaction, I will continue to be woken by the planes, which in turn will encourage me to do something to try and alter the flight path that they approach on.	easyJet	Departure from Runway 27	Email sent which explained The aircraft was an easyJet Airbus A319 which departed from runway 27 to Malaga. As the aircraft passed over Little Neston was at a height of 6400 feet and travelling at 286 knots. The Aircraft was operated within normal parameters. The easyJet departed runway 27 at Liverpool John Lennon Airport using the REXAM Standard Instrument Departure (SID) Route.
Frodsham, Cheshire West & Chester	23 September	20:31	Aircraft noise like a rocket.	RAF	Departure from Runway 27	Email sent which explained the aircraft was an RAF Tornado which departed from runway 27 to RAF Marham.
Elton, Cheshire West & Chester	24 September		Via MP. I am having a problem with easyJet, Ryanair and Aer Lingus who fly at 2500 ft. at night and lower in the daytime. I have 5 illnesses and have trouble sleeping.			Letter sent to explain that the airlines that use Liverpool John Lennon Airport tend to have modern medium haul fleets of aircraft that are quieter and more fuel efficient than their predecessors. Ryanair, easyJet, Wizz Air, Blue Air, Czech Airlines and Flybe currently operate from Liverpool John Lennon Airport.

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
page 10						The aviation industry is a tightly regulated with airborne flight restrictions detailed in the Standardised European Rules of the Air (SERA) Regulation. The airspace around Liverpool John Lennon Airport is managed to a maintained high level of aviation safety. Variations are due to a number of different reasons including if an aircraft is landing or taking off and which runway is in operation. These factors will influence the distance to touch down and the separation of aircraft using Liverpool John Lennon Airport, Manchester and Chester Hawarden Airports. Liverpool John Lennon Airport is 24 hour a day 7 day a week airport like most other UK airports. There is no reason for aircraft to vary their altitude at different times of the day or night. Any variation will mainly be due to the reasons mentioned earlier.
Runcorn, Halton	24 September		Via MP. Concerns over frequency and close proximity of aircraft to the family home.		Arrivals on Runway 27	Letter sent to explain that the runway is directly aligned with the centreline for approaching aircraft on runway 27 which was opened in 1966. The location is approximately 3.5 nautical miles from the runway threshold which means aircraft should be at an altitude of just over 1000 feet. The altitude and position of aircraft landing on runway 27 at this location is determined by the glideslope and centreline which means there should be only be minor variations between different aircraft. The majority of airlines that use Liverpool John Lennon Airport tend to have modern medium haul fleets of aircraft that are quieter and more fuel efficient than their predecessors
Heswall, Wirral	27 September		Aircraft approaching JLA very noisily in the middle of the night over Heswall. I thought there was a			Email sent which explained that LJLA has been open 24/7 since the current runway opened in 1966. The airport continues to be operational

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			restriction on air traffic between 1100 and 0600hrs but recently this has not been in evidence.			24/7; this includes the time between 23:00 and 06:00 like the vast majority of other UK airports. There is a variation in the number of night-time flights between the summer and winter seasons and these have drastically reduced overall since the mail and freight operations finished a few years ago. LJA does have night restrictions on night flights, the noisiest aircraft are forbidden from landing and taking off between 23:30 and 06:00, plus there is a cap on the overall night noise for a year.
West Kirby, Wirral	29 September	15:00	Aircraft flew very low and has four engines.	RAF		Telephone call made which explained the aircraft was a RAF C17 Globemaster which carried out 3 missed approaches to runway 09.

Complaints without detail: No complaints without detail received.